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COUNTRY East Germany/USSR/Poland/
Czechoslovakia
SUBJECT Soviet Bloc Transportation
REPORT
DATE DISTR. 24 JAN 1964
NO. PAGES 1
REFERENCES

DATE OF INFO.
PLACE & DATE ACQ.
50X1-HUM
50X1-HUM

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summary report for November 1963 on transportation in East Germany, the USSR, Poland, and Czechoslovakia.
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T r a n s p o r t a t i o n S u m m a r y

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N o v e m b e r 1963

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Summary

I. International Transport Relations

Agreement on Polish transit trains passing through Soviet territory between Przemyśl and Kroscienko.

II. USSR

Operational difficulties eliminated on Omsk - Barnaul stretch of Central Siberian Magistrale through employment of further diesel locomotives.

On Makhachkala - Bataysk (Baku - Rostov line) stretch standard weight of freight trains or crude oil trains 3,200 or 4,000 tons respectively.

On various lines, maximum speed of passenger trains at least 120 km/h.

Electrification of various railroad stretches.

Dieselization of various railroad stretches.

Putting into service of 5,000-ton inland crude oil tanker on Volga - Baltic Sea waterway.

III. Soviet Zone of Occupation of Germany (including Berlin Transport Situation)

A total of 43 relief trains in 1963/64 Christmas traffic between Berlin and German Federal Republic.

Only moderate traffic on Waltersdorfer Chaussee (West Berlin/Soviet Zone) border crossing point.

Alleged Soviet Zone plans for opening another West Berlin/Soviet Zone border crossing point at Oranienburger Chaussee (For layout sketch see Annex 1).

Posting of Reichsbahn service mail to other public institutions through Zentral Kurierdienst (central courier service) only.

Further deterioration of operational situation; however, considerable daily performances.

Decreasing military demands; continuation of shuttle train movement within personnel rotation program.

Opening of electric operation on Werdau-Reichenbach stretch presumably on 20 December 1963.

Closing of Pasewalk-Ost - Klockow narrow-gauge line.

Putting into service of further diesel main line locomotives.

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Conversion of freight train locomotives to oil firing.

Change of oil tank car home depot from Quedlinburg Railroad Car Factory to Jena Repair Shop.

Passenger transport of Aschersleben - Schneidlingen line taken over by VEB (nationalized enterprise) Motor Vehicle Transport.

Road construction according to 1964 National Economy Plan.

Shorter Eisenach - Bosserode stretch on interzonal Hermsdorfer Kreuz - Bebra autobahn.

Improvement of Highways F-170 and F-95 near Soviet Zone/Czech border.

Temporary closing of Niederfinow shiplift. Rerouting of Soviet Zone ships via West Berlin.

Planned summer 1964 air route to Heringsdorf seaside resort.

IV. Czechoslovakia

Curriculum vitae of new Transport Minister A. Indra.

Effects of shortage of replacement parts on CSD (Czechoslovak State Railroads) operational situation.

Plans for joint railroad border crossing stations between Czechoslovakia and her Soviet Bloc neighbors.

Closing of Cesky Tesin/Marklowicze (Czechoslovakia/Poland) border crossing point from mid-1963.

Reopening of Nove Udoly/Haidmühle (Czechoslovakia/Soviet Zone of Germany) border crossing point from mid-September 1963.

Completion of double-tracking of Brno-Trencianska Tepla (34) railroad line.

Branch line under construction between Polanka n.O. and Ostrava Kuncice.

Electrification of Zilina - Novy Bohumin line as far as Cesky Tesin.

Electric test operation on Usti u.L. - Most stretch.

Prototype of new a.c. locomotive (7,000 PS) under construction at Plzen Lenin Factory.

Equipment of steam locomotives with oil firing installation.

Completion of Most - Teplice transit road.

Construction of passport control and customs building on Vysna Nemecka (Czechoslovakia/USSR) road border crossing point.

Status of work for navigability of Elbe River as far as Opatovice.

Performances of Czech civil air service.

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V. Poland

Replacement of Polish Transport Minister Popielas by Engineer Lewinski, previous chief of Railroad Division Lublin.

Reduction of 1963 freight transportation plan quota from 308 to 298 million tons.

Temporary decrease in quota of damaged diesel and electric train traction, in October 1963.

For list of railroad bridges across Vistula, Nogat and Wisloka rivers, see Annex 2.

Construction of Warsaw - Zyrardow rapid traffic highway.

For list of road bridges across Vistula, Nogat and Wisloka rivers, see Annex 2.

Discontinuation of works at gravel harbor Zeran - Zegrze Canal.

Polish Warsaw - Cairo airline in operation since September 1963.

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I. International Transport Relations**Gauge-Changing Zone (Transit Traffic Poland - USSR - Poland).**

After exchange of the ratification documents concerning the agreement on Polish transit trains to run between Przemysl and Kroszow via Soviet territory (at Chyrov) on 14 November 1963, train traffic was to begin without delay. (See Tpt. Summary for July 1963, Paragraph I,4).

II. USSR**1. Railroad Transportation****a) Operations**

- (1) The operational difficulties caused by a shortage of locomotives on the Omsk - Barnaul stretch of the Central Siberian Magistrale have reportedly been overcome after delivery of 19 diesel locomotives. (See Tpt. Summary for October 1963).
- (2) On the Makhachkala - Bataysk stretch (Baku - Rostov Line), the standard weight of freight trains has been fixed at 3,200 tons and for crude oil trains at 4,000 tons.
- (3) The maximum speed of passenger trains is to be raised to at least 120 km/h on the following lines, among others:
 - Moscow - Riga
 - Moscow - Gorki - Kirov
 - Moscow - Kazan' - Sverdlovsk - Omsk - Novosibirsk
 - Moscow - Caucasus - Baku
 - Moscow - Kiev - Yasinovataya (Donets Basin)
 - Leningrad - Vologda - Bui.

b) Electrification/Dieselization

- (1) The following railroad stretches were opened to electric traffic:
 - Maloyaroslavec - Kaluga (Moscow - Bryansk Line)
 - Olekhnovichy - Minsk (Vilna - Minsk Line)
 - Shakhun'ya - Kirov (Moscow - Perm Line)
 - Yasinovataya - Konstantinovka (Donets Basin)
 - Yasinovataya - Mariupol' (Donets Basin)
 - Krinichnaya - Khacepetovka (Donets Basin)
 - Akstafa - Kirovabad (Tbilisi - Baku Line)
 - Cherepanovo - Barnaul (Novosibirsk - Barnaul Line)
 - Altayskaya - Artyshta (South Siberian Magistrale)
 (See Tpt. Summary for April 1963)

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(2) The following railroad stretches were opened to diesel traffic:

- Danilov - Svecha, 462 kilometers (Danilov - Buĭ - Kirov Line)
- Volkhovstroy - Cherepovec, 352 kilometers (Leningrad-Vologda Line)
- Zungait - Nevinnomysskaya, 860 kilometers (Baku - Rostov Line)
- Alyat - Mindshevan', 350 kilometers (Baku-Iranian border Line)
- Dema - Kindyakovka, 614 kilometers (Ufa - Insa Line)
- Zaratov - Volgograd, 423 kilometers (Zaratov-Tikhoreckaya Line)
- Kulomzino - Altayskaya, 776 kilometers (Omsk - Barnaul Line)
- Bryansk - Osnova, 457 kilometers (Bryansk-Kharkov Line)
- Kishinev - Ungeny, 107 kilometers (Kishinev - Rumanian border line).

2. Inland Shipping

The presently largest inland crude oil tanker VELIKIJ has been put into service on the Volga - Baltic Sea waterway.

The tanker has the following specifications:

Capacity	5,000 tons
Draft	3.52 meters (loaded to capacity)
Length	132.6 meters
Beam	16.9 meters
Speed	20.4 km/h (kilometers per hour) (loaded to capacity)
Engine Power	2 x 1,000 P.S.
Crew	15 men

III. Soviet Zone of Germany (including Berlin Transport Situation)

1. Interzonal Transport and Berlin Transport Situation

a) Interzonal Transport

The German Federal Railroads and the Soviet Zone Reichsbahn have agreed on the employment of 43 relief trains between Berlin and the German Federal Republic (Hamburg, Köln, Frankfurt/Main, Stuttgart, and München) during the Christmas 1963/64 period.

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b) Berlin Transport Situation

- (1) Traffic at West Berlin/Soviet Zone Border
Crossing Point Waltersdorfer Chaussee, opened by the Soviet Zone authorities since 15 June 1963 for air passengers of Zentralflughafen (central airport) Berlin-Schönefeld, decreased to a daily average of less than 20 passengers in October and is showing further decline.
- (2) Despite the above development, the Soviet Zone is allegedly planning again to reopen the checkpoint at Oranienburger Chaussee near Frohnau, which was closed on 13 August 1961. This West Berlin/Soviet Zone crossing point is to serve transit traffic from and to Scandinavia. Up to now, the Scandinavian traffic passes through Checkpoint Heerstrasse=Staaken (continuing via Nauen - Oranienburg) and is especially poor during the winter. Although transport conditions do not warrant opening of this checkpoint in the immediate future, political motives may be decisive for an eventual opening at any time. (See layout sketch of Annex 1).

2. Railroad Transportation

a) Organization

As from 1 December 1963, Reichsbahn service mail addressed to other government organs, nationalized enterprises and similar public institutions is to be posted through the Soviet Zone central courier service only.

b) Operations and Traffic

The deteriorating operational situation was inter-related to the locomotive and car situation, with fall traffic still increasing. However, the daily loading, unloading and transportation performances were partly on a higher level than in the preceding years.

The coal situation was characterized by the efforts to provide sufficient stocks before the beginning of the winter. Military demands decreased considerably after completion of the fall maneuvers.

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In military border crossing traffic, the shuttle movement of the annual personnel rotation program of the GSFG (Group of Soviet Forces in Germany) continued.

c) Railroad Improvement, Closing of Line

- (1) The 17-kilometer Werdau - Reichenbach/Vogtland stretch of Line 173 will presumably be opened to electric traffic on 20 December 1963.
- (2) It is still uncertain if the 32-kilometer Leipzig - Grosskorbetha stretch of Line 180 will be completed on schedule in late 1963.
- (3) On 1 September 1963, the Pasewalk=East - Klockow (122 p, previously 125 h) narrow-gauge line was also closed for freight traffic, after passenger traffic had been discontinued on this line on 1 October 1961. According to previous observation of closed narrow-gauge lines, it is expected that this line will be dismantled.

d) Rolling Stock

- (1) Another three V-180 diesel main line locomotives were put into service in early November 1963. They are equipped with boilers and are employed in passenger train service on the the Southern Berlin Outer Ring. The delivery of more V-180 locomotives by VEB Lokbau "Karl Marx" is impending; the Reichsbahn stock will presumably total 10 - 12 diesel main line locomotives by the end of 1963.
- (2) RAW (Reichsbahnausbesserungswerk) (Reichsbahn Repair Shop) Meiningen has so far converted 24 freight train locomotives of Construction Series 44 to oil firing (from coal firing). These locomotives are to haul oil trains of loads of up to 3,000 tons. According to the table indicating the tractive effort, the maximum train load is 2,510 tons on level track and at 50 km/h speed.
- (3) In line with the rationalization of RAWs (See Tpt. Summary for September 1963), the two-axle tank cars which carry viscous oil and which used to undergo routine repair at the Quedlinburg Car Factory, were transferred for such repair to Jena Repair Shop. Quedlinburg Car Factory will only remain the home depot for two-axle tank cars transporting

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chemicals, liquid oxygen and coal dust. Quedlinburg Car Factory and presumably also "Kühltransit" Plant Leipzig and Gotha MITROPA Plant are the three enterprises under Reichsbahn trust administration which were privately owned prior to the end of World War II. They function as repair shops in addition to the 24 actual RAWs.

3. Road Transportation

a) Motor Vehicle Traffic

In early November 1963, VEB Motor Vehicle Traffic took over passenger transport of the Aschersleben - Schneidlingen (205 k) railroad line where this traffic was discontinued.

b) Road Construction

(1) The 1964 National Economy Plan provides for the following construction projects:

- Repair, and/or renovation of 2.8 million square meters of State roads.
- Construction of 67 modern type bridges.
- Connection of villages with solid surface road net of the northern part of the Soviet Zone.
- Improvement of traffic conditions in East Berlin and some major Soviet Zone cities.

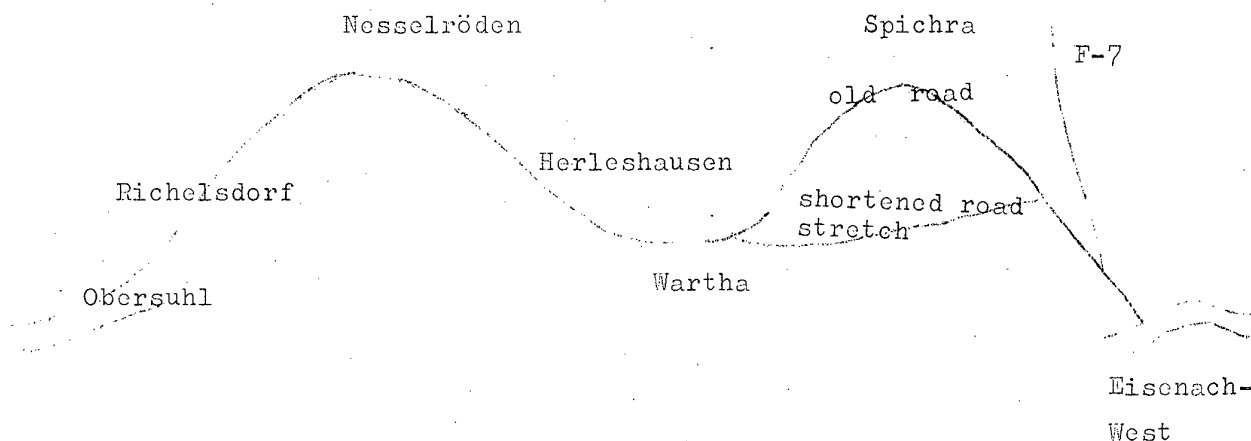
(2) The Eisenach-West (NB 9150) - Bosserode (NB 6945) stretch which replaces the missing link of the interzonal Hermsdorfer Kreuz - Bebra autobahn, was shortened and has the following course since the fall of 1963: It branches off from Highway F-7 at NB 8852 (north of Deubachshof), continues straight across Hörschelberg Hill (NB 8722) to the Werra bridge (NB 864 519), completed in 1962, and to the bridge crossing the Wartha - Mihla railroad line at NB 862 519. At NB 8651 the new stretch joins the old road in the direction to the Demarcation Line.

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- (3) The following highways are being improved near the Soviet Zone/Czech border:

Highway F-170

Apart from some narrow stretches in the Erzgebirge mountain range, this highway, leading from Dresden to Zinnwald=Goergenfeld, had been duly improved before 1960. Started in recent years, widening of the highway to eight meters is still under way. Highway F-170 is being used by traffic between the Soviet Zone and Czechoslovakia (border crossing point at Zinnwald=Goergenfeld. (Erzgebirge); furthermore, it is being heavily used by commercial traffic to and from the ore mines in the Altenberg (VS 1324) area.

The continuation of Highway F-170 on Czech territory, the Teplice - Lobovice - Prague State Highway No 8 is also being widened to eight meters; widening of some stretches has been completed.

Highway F-95

Of this highway, the 2.5-kilometer stretch from the Soviet Zone/Czech border to Oberwiesenthal (UR 5688) has been closed for an indefinite period since January 1961, and the 21.8-kilometer Oberwiesenthal - Annaberg= Buchholz stretch from September 1962 to the end of 1963. The roads are being widened to about eight meters. It is furthermore planned to build a bypass around Annaberg.

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4. Inland Shipping

Niederfinow shiplift was out of operation from 21 to 24 November 1963 because of repairs. Meanwhile, ships carrying freight for East Berlin had to be rerouted via the West Berlin waterways. Before entering the West Berlin waterways, crews of the Soviet Zone vessels were exchanged against politically reliable special Soviet Zone crews.

5. Civilian Air Transport

The 1964 National Economy Plan provides for regular air traffic to Heringsdorf seaside resort on the Isle of Usedom during the summer timetable. The airline had been opened in May 1962 but was closed for "technical reasons" on 9 July 1962.

IV. Czechoslovakia1. Railroad Transportationa) Organization

- (1) Following is the curriculum vitae of Alois Indra, Minister of Traffic since late September 1963:

Born on 17 May 1921, graduation from a Realgymnasium in 1939, subsequently construction worker and, later, switchman, conductor and radio operator with the Czech State Railroads (CSD). After World War II, resumed work with the CSD as dispatcher and deputy head of the motor vehicle station of the CSD. In 1949, secretary of the presidium of the Bezirk National Committee in Zlin (Gottwaldow). Since 1960, working at the Central Committee of the Communist Party of Czechoslovakia. In 1962, appointed minister and Chairman of the State Planning Committee. In September 1963, Minister of Traffic.

- (2) The continuing tense operational situation of the CSD is caused to some extent by the insufficient spare part deliveries for the rolling stock. Until October 1963, the manufacturing plants delivered only 18 - 30 per cent of the spare parts scheduled for 1963 for electric locomotives,

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and freight cars. The difficult traffic situation made it furthermore impossible to interrupt train operations on the train sections needing repair and maintenance.

b) Border Crossing Traffic

- (1) In the planned speeding-up of border crossing traffic, the extension of Decin station (Czechoslovakia/Soviet Zone of Germany) will start after completion of construction work at the new border crossing station Sturovo (Czechoslovakia/Hungary). Negotiations with Poland on the establishment of additional border crossing stations are under way.
- (2) Cesky Tesin/Marklowicze border crossing station near Cieszyn was closed to traffic for three months in mid-November 1963 because of construction work at the railroad bridge over the Olsa River. Rerouting is carried out via Petrovice u K. - Zebrzydowice.
- (3) Novy Udoly/Haidmühle (Czechoslovakia/Federal Republic of Germany) border crossing station, which was closed to traffic at the end of World War II, was reopened for freight traffic (lumber transports to Passau) in mid-November 1963. It was not disclosed whether the station will remain open and whether passenger traffic will be taken up later.

c) Line Construction

- (1) According to recent reports, the double tracking of the partly single track Brno - Veseli n.M. - Trencianska Tepla (34) line, which had been under construction for many years, has been completed. On a large section of the main east-west connection, that is, between Kolin and Puchov via Brno, Czechoslovakia now has an important alternative road to the "Friendship Line".
- (2) The strain on Ostrava and Novy Bohumin railroad stations made it necessary to start construction work on a branch line of the Hranice n.M. - Petrovice u.K. (32) section near Polanka n.O. This branch line is to run via Ostrava/O.Vitkovice to connect Polanka n.O. and Vitkovice railroad stations with Ostrava/Kunice, thus making it possible to reroute freight traffic via Kunice - Havirov - Cesky Tesin (32 b). This section is to be electrified (See Tpt. Summary for March 1963, Paragraph IV, 1, C (2)).

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d) Electrification

- (1) Until late October 1963, electrification of the Novy Bohumin (32) line reached Jablunkov and Decin (70 kilometers. The remaining section Decin - Detmarovice (23 kilometers) is still under construction. It seems doubtful that the entire Novy Bohumin - Zilina line will be completed by late December 1963. (See Tpt. Summaries for September 1963 and April 1963).
- (2) The Oldrichov - Chabarovice stretch of the Usti n.L. - Most line, which is being electrified, was opened to test traffic on 1 October 1963. By late 1963, the entire Usti - Most line is to be electrified. (See Tpt. Summaries for June 1963 and February 1963).

e) Rolling Stock

- (1) The Plzen Lenin Works (previously Skoda) are at present developing an a.c. electric locomotive with glass fibre superstructure. Equipped with six a.c. electric motors with a total of 7,000 PS, its maximum speed is to be between 160 and 200 km/h. The undercarriage is suspended by a combination of helical springs and hydraulic shock absorbers. An automatic train stopping device (INDUSI) is part of its standard equipment.
- (2) Within the program of reconstructing steam locomotives and as a measure to ease the shortage of locomotives, all suitable steam locomotives are now to be converted to oil firing, successful trial runs having been made with 1,700 tons payloads. The oil supplies (from the Slovnaft refinery in Bratislava) in the tender are sufficient for 400 kilometers.

2. Road Transportation

- a) In late October 1963, the new rapid traffic highway between Most and Teplice (VS-1711) was completed. Serving mainly for coal transports by truck, this road is eight meters wide, has an asphalt-concrete surface and two lanes. This State Road Nr. 257 bypasses Bilin and the Bilin-Chotelovice railroad section and facilitates the approach to the coal pits and the thermal power plants in this area. Road Nr. 253 Most - Duchov - Teplice will be closed to traffic because of coal mining in this area.

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- b) A modern customs and passport control building, including a restaurant and a money exchange office, was erected near Vysna Nemecka at Road Nr. 50 at the Czech-Soviet border.
- c) Transportation of freight, mostly coal, with military trucks on special missions and on practice drives continued during October and November 1963.

3. Inland Shipping

Improvement of the Elbe River channel designed to increase the inland shipping capacity, has reached Pardubice. The Elbe River is to be made navigable up to Opatovice. In Kolin, a new harbor is under construction, which is to be opened by late 1964. In Pardubice near Rosice, a winter harbor is under construction. It will also be accessible via the new Srnojet Canal. Construction work, including improvement of Elbe River, is scheduled to be completed in 1970. (See Tpt. Summary for June 1963, Paragraph IV, 3 b).

4. Civilian Air Traffic

Until early October 1963, the Czech airline CSA transported about 750,000 passengers and 20 million tons of freight. The total length of the Czech air net has reached 100,000 kilometers.

V. Poland

1. General Transportation

Changes in Personnel

Jozef Popielas, Minister of Traffic, was removed from office on 13 November 1963 and replaced by Engineer Piotr Lewinski. The change is said to have been motivated by the railroad transportation difficulties in the winter 1962/63.

Born in 1911, former trackman Popielas entered the Ministry for Traffic as under secretary in 1950 after having served as secretary general of the railroad unions. On 17 February 1960, he became Minister of Traffic as successor to R. Strzelecki, who was appointed to the Central Committee of the Communist Party of Poland.

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Lewinski is an engineer, who has been head of the railroad division Krakow since the spring of 1960. Prior to 1960, he had been deputy director of Lublin Railroad Division.

2. Railroad Transportation

a) Operations (1963 Transportation Plan)

Originally, the Polish State Railroads (PKP) was to transport 308 million tons of freight in 1963. Due to the tense operational situation and the arrears in freight transportation, it is to be expected that the 1963 plan figures will not be fulfilled by at least 5 - 8 million tons. Presumably to mask this failure, a revised 1963 plan figure of only 298 million tons of freight was mentioned in November 1963.

b) Rolling Stock (Quota of Damaged Cars)

After the quota of damaged diesel train traction had risen to 43.3 per cent in August 1963, the quota decreased to 32 per cent in October 1963 due to efforts made by the repair services.

The quota of damaged electric train traction amounted to 24.4 per cent in October 1963 but is likely to rise again in the winter.

c) For details of railroad bridges over the Vistula, Nogat and Wislocka rivers, see Annex 2, with sketch.

3. Road Transportation

a) In the course of continued improvements of the Polish road net, the construction of the about 40-kilometer long Warsaw - Lyrardow (DC 6268) rapid traffic highway has been started. It is scheduled to build the section from the periphery of Warsaw to Grodzisk Maz (DC 7473) in 1964 and to complete the Grodzisk Maz - Lyrardow section in 1965.

b) For details of road bridges over the Vistula, Nogat, and Wislocka rivers, see Annex 3, with sketch.

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4. Inland Shipping

Shortly after the successful putting into operation of the gravel harbor of the Zeran-Zegrze Canal (connecting the Vistula and the Bug), operations had to be interrupted because of technical deficiencies.

5. Civilian Air Transportation

On 22 September 1963, the Polish air company LOT opened the new airline Warsaw - Cairo via Vienna - Athens with a IL-18 aircraft. (See Tpt. Summary for July 1963). This African line is the first intercontinental service flown by LOT.

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Annex 2 to Monthly Transportation
Summary for November 1963

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VISTULA BRIDGES *)

(Status of November 1963)

Part a) Railroad Bridges

*) Including Nogat and Wisloka Bridges

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Annex 2 to Tpt Summary
for November 1964

Legend:

Road Designations: E 7 - Europe Highway 7

14 - Intra Polish Main Road No 14

Technical Bridge Types: Deck type: Roadway attached to upper chords of trusses or girders.

Through type: Roadway supported between chords of trusses or girders
or at bottom chords of trusses or girders.

Abbreviations:

m - meters; km - kilometers; & - and.

N - north of; NW - northwest of; S - south of; NE - northeast of.

RR - railroad.

Vistula kilometers counted from Skoczow (CA 4119).

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Annex 2

Railroad Bridges Over The Vistula River

Location	On RR Line	Location UTM; River Kilo- meters	Total Length	Width	Carrying Capacity	Type of Construction	Spans	Piers	Comment
Kobyła (S Wisła)	Goleszów - Wisła Głębce (single-track)	CV 464993	122 m	single- track		Concrete vault	7	6	
Pinkasowice	Goleszów - Wisła Głębce	CA 450036	about 40 m	single- track		Steel truss (trapeze super- structure)	1		
Skarżów	Czech border - Cieszyn - Bielsko Biala (single-track)	CA 415184 0.0	about 110 m	single- track		Continuous steel girders	4x27,45	3	
Dąbromysł N	Czech border - Zebrzydowice - Czechowice (double-track)	CA 384286 13.0	92 m	2x single- track		a) Steel truss 1x73& and concrete 2x9 beam bridge b) Steel girder 3x? and concrete beam bridge		2 2	Two single-track bridges on the same concrete piers.
Strumień	Pawłowice - Chybie (single-track)	CA 392307 15.5	about 110 m	single- track		Steel truss & concrete beam bridge	1x49& 5x12	5	
Górkowice	Pszczyna - Czechowice Dz. (double-track)	CA 554330 35.8	about 175 m	double- track		Steel truss girder	1		Through type
Białon Nw. (N) Oświęcim	Mysłowice - Oświęcim (double- track)	CA 710476 68.2	173 m	double- track		Steel truss girder bridge	3x23& 17x6	19	

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Annex 2

Railroad Bridges Over Vistula River

Location	On RR Line	Location UTM; River Kilo- meters	Total Length	Width	Carrying Capacity	Type of Construction	Spans	Piers	Comment
Gorzow (NE Oswiecim)	Oswiecim - Chrzanow (double-track)	CA 739476 71.6	about 160m	double- track		Steel structure, Concrete piers			
Oklesna	Trzebinia - Spytkowice (single-track)	CA 934428 98.5	290m	single- track		Steel truss	2x101& 2x44	3	
Pychowice	to planned western bypass around Krakow	about DA 208438 139.2				Two-deck			Combined RR & road bridge; construction begun in spring 1962 in line with construction of bypass around Krakow.
Krakow	Krakow Main Stn - Plaszow (double-track electric)	DA 252450 145.0	about 210m	double- track		Steel truss; solid abut- ments	1x18.3& 3x?	3 solid	Through type on East- West RR transport line
Krakow	to bypass around Krakow (single-track)	DA 262453 146.1	350m	double- track		Steel truss & steel girders	16	15	
Krakow/ Dabrowa	Construction of line not begun	about DA 275461 about 147.7	125m- 150m	double- track 6-7m		Steel struct- ure with concrete piers	5x25-30	4	Completed in May 1962; not yet in operation. Piers with mine chambers. Through type.

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Annex 2

Railroad Bridges Over Vistula River

Location	On RR Line	Location UTM; Total River Kilo- Length meters	Width	Carrying Capacity	Type of Construction	Spans	Piers	Comment
Podleze	Podleze - Nowa Huta (single-track, electric)	DA 410444 162.3	150m double- track		Steel arch bridge			
Kolko near Niepolomice		DA 440448 166.8	150m double- track					Under construct- ion?
Szczucin	Szczucin - Bogoria (Narrow gauge)	about EA 055751 261.5	450m single- track 9m		Steel truss; steel girder deck	8	7	Through type; RR and road bridge.
Janobrzeg	Piaseczno - Chmielow (Industrial RR)	about EA 439995 315.4			Double bridge (running parallel)			RR & road bridge; connection with Sulphur Ore Combine Piaseczno/ Chmielow
Sandomierz	Ostrowiec - Rozwadow (single-track)	EB 574156 329.1	about 450 m single- track		Steel truss 6x75		5 solid	Through type
Deblin	Radom - Deblin (double- track)	EC 578116 445.7	445m double- track		Steel truss 5x85.5 roadway lower level		4	Through type; previ- ously combined RR & road bridge? Probably only for railroad, now.
Gonimaria	Skierniewice - Pilawa (one or two tracks)	EC 156606 508.4	1,200m- 1,300m single- track in operation		Steel truss 6 with concrete (200m girders over river)		5	Through type on an east-west transport line

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Annex 2

Railroad Bridges Over Vistula River

Location	On RR Line	Location UTM; River Kilo- meters	Total Length	Width	Carrying Capacity	Type of Construction	Spans	Piers	Comment
Warsaw (Warszawa)		about EC 035867 about 541.0		double- track		Steel arch bridge	7	6	Allegedly planned.
Warsaw (Warszawa)	Bialystok - Warszawa	EC 027878 542.2	about 550m	double- track		Steel trussed arch and brick- work arch; steel truss deck	5x90 2x43	6	Deck type; piers: steel reinforced concrete. Improve- ment to four tracks under way. On east- west transport line
Warsaw (Warszawa)	Warszawa - Modlin (double-track) "Most pod Cytadella"	EC 009904 545.8	488m	two or three tracks wide		Steel truss	8x61	7	Deck type; on east- west transport line.
Mlociny		About DC 962960; about 552.5							Combined RR & road bridge planned on connection to Huta Mlociny
Piaseczno	Sierpc - Kutno (single-track)	DD 114217 655.4	700m	single- track		Continuous steel truss; floor on upper level.	8 incl. 7x85	7 concrete	Deck type; Combined RR & road bridge.
Thorn (Torun)	Hohensalza (Inowroclaw) - Dt. Eylau (Iława) (double-track)	CD 406760 753.4	about 1,000m	double- track		Steel trussed arch & steel truss; roadway on lower level	17 (5x94 & 10x34 & 2x45)	16 solid	Through type; two parallel bridges on the same piers.

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Annex 2

Railroad Bridges Over Vistula River

Location	On RR Line	Location UTM; River Kilo- meters	Total Length	Width	Carrying Capacity	Type of Construction	Spans	Piers	Comment
Fordon ₁	Chelmza - Bromberg (Bydgoszcz) (single-track)	CD 110922 798.5	1,300m	16m single- track		Steel truss and steel trussed arch	8	7	Combined RR & road bridge; through type.
Graudenz (Grudziadz)	Jablonowo - Laskowice (Pomerania)	CE 502287 862.0	1,100m	about 15m single- track	20 tons	Steel arch & continuous steel girders	11x97	10	Through type; combined RR & road bridge. Allegedly destroyed in 1963 by drifting ice.
Dirschau (Tczew)	Dirschau - Marienburg (Malbork) (double-track)	CE 566964 937.5	1,040m	single- track		Steel trussed arch, steel truss girder			Through type; not completely restored. Second track not thoroughly in oper- ation. Completion presumably in summer 1964.
Elbing (Gdansk)	Gdansk - Orunia (eastern bypass, double-track)	CF 501258 (Dead Vistula) 984.0	100m	single- track		lattice girder	4	3	

Railroad Bridge Over Nogat River

Marienburg (Malbork)	Elbing (Elblag) - Dirschau (Tczew) (double-track)	CE 712906 20.2	260m	double- track		Continuous steel truss girder	2x92& 4x?	5	Through type.
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Location	On RR Line	Location UTM River Kilo- meters	Total Length	Width	Carrying Capacity	Type of Construction	Spans	Piers	Comment
Railroad Bridges Over Wisloka River									
Jaslo	Rzeszow - Stroze (single-track)	EA 332089 34.0							
Debica	Rzeszow - Tarnow (double-track, electric)	EA 271441 85.0		double- track		Steel truss girder	3x?	2	Two parallel bridges on the same piers

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Annex 3 to Monthly Transportation
Summary for November 1963

VISTULA BRIDGES *)

(Status of November 1963)

Part b) Road Bridges

*) Including Nogat and Wisloka Bridges.

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Annex 3 to Tpt Summary
for November 1964

Legend:

Road Designations: E 7 - Europe Highway 7
 14 - Intra Polish Main Road No 14

Technical Bridge Types: Deck type: Roadway attached to upper chords of trusses or girders.
 Through type: Roadway supported between chords of trusses or girders
 or at bottom chords of trusses or girders.

Abbreviations: m - meters
 km - kilometers
 & - and
 N - north of; NW - northwest of; NE - northeast of; S - south of.

Vistula kilometers counted from Skoczow (CA 4119)

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Annex 3

Road Bridges Over Vistula River

Location	On Road	Location UTM River Kms	Total Length	Width	Carrying Capacity	Type of Construction	Spans	Piers	Comment
Pinkasowice	Wisla - Ustron	CA 453035	about 40m	6m & two footways		Concrete	1		
Bukowa	Wisla - Ustron	CA 449051	about 40m	6m & two footways		Concrete	1		
Ustron	Ustron - Skalica (second- ary road)	CA 431089	25m- 30m	6m-8m		Concrete	1		
Skoczow	No E 7 Bielsko Biala - Cieszyn	CA 413193 0.8	about 30m	12m		Concrete vault	1		
Strumien	Strumien - Chybie (second- ary road)	CA 398316 16.5	200m	6m	30 tons	Concrete slab beams and steel trusses	8	7	
Goczalkowice	Pszczyna - Czechowice Dz.	CA 556332 36.0	156m	7.2m		Auxiliary bridge	5x34	4	Concrete roadway; construction of new bridge under way
Brzezno	Pszczyna - Brzeszcze	CA 651374 49.3	136m	3.5m		Wooden bridge	7	6	New bridge planned
Bierun Nw. Oswiecim	Bierun Stary - Oswiecim	CA 708475 68.0	120m	18m	60 tons	Concrete arch	8	7	
Chrzanow Oswiecim	Oswiecim - Chrzanow	CA 741474 71.8	105m	5.4m	3 tons	Steel	11	10	Auxiliary bridge

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Annex 3

Road Bridges Over Vistula River

Location	On Road	Location UTM River Kms	Total Length	Width	Carrying Capacity	Type of Construction	Spans	Piers	Comment
Pychowice	Opatkowice - Male	about DA 208438 about 139.2				two-deck			RR & road bridge; construction started in 1962 in connection with construction of western Krakow bypass.
Krakow	Most (Bridge) Debnicki	DA 233455 142.5	about 200m	11m		Steel girders; roadway on lower level	3	2	Through type; bypass traffic
Krakow	Most (Bridge) Kosciuszko, mostly city-center traffic	DA 245445 144.0	150m	11m		Steel trussed arch; solid piers & abutments	1x100 2x25	2	Two streetcar tracks in the center
Krakow		DA 247446 144.2	160m	15m		Footbridge	3	4	Mostly passenger traffic
Krakow	III. Most (Bridge) city-center & transit traffic	DA 251449 144.8	150m	15m		Steel trussed arches, solid piers & abutments	1x100 2x25	2	Same construction as Kosciuszko Bridge two streetcar tracks in center.
Krakow/ Dabie	For Water Power Plant "Stopien Wodny Dabie" (dam construction)	about DA 279460 about 148.0	240m	12m		Reinforced concrete	1x25 3x30 6x25	9	Lock bridge; mine chambers in the six center piers.
Krakow/ Binow	Krakow - Nowa Huta (eastern bypass)	DA 283452 148.3	336m	19m		Continuous steel girders	4	3 concrete	

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Annex 3

Road Bridges Over Vistula River

Location	On Road	Location UTM River Kms	Total Length	Width	Carrying Capacity	Type of Construction	Spans	Piers	Comment
Kolko	Niepolomice - Slomniki	DA 436445 166.3	330m	about 6m		Wood	35	34	
Szczucin	Pacanow - Dabrowa Tarn.	EA 055751 261.5	450m	9m		Steel truss; steel girder deck	8	7	Through type RR & road bridge?
Baranow Sandomierski	Baranow Sand. - Loniow (secondary road)	EA 398969 310.1	705m	about 7m		Wooden bridge with steel girder	29	28	
Larnobrzeg	Piaseczno - Machow (connection to sulphur ore combine)	EA 439995 315.4				Double bridge			RR & road bridge; roadway still under construction
Sandomierz	No 30 of Radom - Rzeszow highway	EB 536142 325.1	about 270m	about 9m		Steel truss	8	7 solid	
Annapol	Lublin - Kielce	EB 583378 354.5	1,125m	7.5m	20 tons	Steel girders on 58 wooden piers	58	57	Destroyed old bridge restored; New bridge under construction
Pulawy	No E81/14,28: Lublin - Radom	EB 658965 425.7	482m	9m		Steel trussed arches	5	4 concrete	
Debica	Radom - Moszczanka - Radzyn Podl.	EC 578116 445.7	445m			Steel truss	5x 85.5	4	Through type; previously combined RR & road bridge? Employment as road bridge questionable. (See RR bridges).

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Annex 3

Road Bridges Over Vistula River

Location	On Road	Location UTM River Kms	Total Length	Width	Carrying Capacity	Type of Construction	Spans	Piers	Comment
Deblin	Radom - Moszczanka - Radzyn Podl.	EC 572125 446.7	460m	about 7m	15 tons	Wood	about 6	about 5	
Gora Kalwaria	Minsk Maz. - Grojec southern Warsaw bypass	EC 160602 507.7	about 1,000m	about 10-12m		Steel floor, continuous steel trussed arches	7	6	Deck type
Warsaw (Warszawa)	Most (Bridge) Lazienkowski	about EC 050855 about 539.0							Construction planned
Warsaw (Warszawa)	Most (bridge) Poniatowskiego	EC 029875 542.0	about 1,300m	16 or 22 with footway	60 tons	Steel arch bridge; steel concrete viaducts	55&2x67 82&2x67 55		Deck type; in center of bridge two streetcar tracks.
Warsaw (Warszawa)	Most (Bridge) Swietokrzyski	EC 018888 and/or EC 025883 about 543.0				Steel reinforced concrete			Planned, possibly also as rapid transit train and/or subway bridge
Warsaw (Warszawa)	Most (Bridge) Slasko Dabrowski previous Most Kierbedzia	EC 016891 544.2	462m	22m	100 tons	Solid plate girders in arch, reinforced granite coated piers.	6x77	5	Deck type
Warsaw (Warszawa)	Most (Bridge) Gdanski	EC 010903 545.3	408m (600m?)	21m	60 tons (upper deck)	Two-deck steel structure	6x68	5 concrete	Deck type; lower deck with double streetcar tracks and two footways. Upper deck with dual roadway and one footway on each side.

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Road Bridges Over Vistula River

Annex 3

Location	On Road	Location UTM River Kms	Total Length	Width	Carrying Capacity	Type of Construction	Spans	Piers	Comment
Warsaw (Warszawa)	Most na Zoliborzu	about DC 004918 about 547.0							Planned in line with extension of ul. Krasinskiego (street)
Warsaw (Warszawa)	between suburbs Bielany - Zeran	DC 988937 549.3	700m	20m		Steel truss	6	5	Through type; two subway tracks under construction since 1957
Mlociny	To Huta Mlociny in Mlociny District	about DC 962960 552.5							Combined RR & road bridge planned
Nowy Dwor Kaz.	Nasielsk - Blonie	DD 792087 576.8	590m	12m	about 60 tons	Steel trussed arches; piers & abutments concrete coated	7x85	6	Connected with Naraw bridge near Modlin by filled dam.
Wyszogrod	Plonsk - Sochaczew (northern Warsaw bypass)	DD 455045 613.4	1.290m	8m	about 5 tons	Steel and wood	36	35	New structure planned for 1957
Beck	Sierpc - Kutno	DD 114217 655.4	700m	11m (including 6-meter roadway)		Continuous steel truss; roadway on lower level	8 including 7x85	7	RR & road bridge deck type; 30 km
Obclawek	Kolo - Lipno	CD 698372 701.2	630m	13.5m (7?m)	60 tons	Steel	7	6	Through type cantilever bridge

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Annex 3

Road Bridges Over Vistula River

Location	On Road	Location UTM River Kms	Total Length	Width	Carrying Capacity	Type of Construction	Spans	Piers	Comment
Thorn (Torun)	E 16/36 Graudenz (Grudziadz) and/ or Kulm(Chelmno) - Wloclawek	CD 390758 755.0	1,020m	12m (two street- car tracks)	100 tons	Steel trussed arches & steel truss girders	1x55& 4x134& 5x85	9 solid	Through type; multiangular truss bridge
Solec Kujawski	Solec Kujawski - Fordon	CE 139861 787.6				Steel suspension bridge			
Bordon	No 47 Torun - Bromberg (Bydgoszcz)	CD 110922 798.5	1,300m	8m road- way; 16ms total		Steel truss & steel trussed arch	8 flood spans		Combined RR & road bridge; through type
Chelmno	No E16/36/49 Torun - Konitz (Chojnice)	CE 284164 833.5	about 560m	6m	10 tons	Wood trussing	17x32	16	Allegedly dismantled; replaced by ferry
Chelmno	No 36/49 Torun - Chojnice	CE 300172 about 835.0	about 1,300m			Concrete & steel truss			Deck type; opened to traffic since 23 June 1963
Grudziadz	Renden (Radzyn) - Neuenburg (Nowe)	CE 502287 862.0	1,100m	6m and/ or 15 m including railroad	20 tons	Steel arches & steel girders	11x97	10	Combined RR & road bridge; through type
Elbenaub (Elblag)	No 51 Elbing (Elblag) - Stargard	about CE 572926 about	1,000m- 1,200m	17m		Steel reinforced concrete & steel arches	9 steel	8	Constructed on the planned Elblag - Stettin (Szczecin) autobahn.

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Annex 3

Road Bridges Over Vistula River

Location	On Road	Location UTM River Kms	Total Length	Width	Carrying Capacity	Type of Construction	Spans	Piers	Comment
Dirschau (Tczew)	Marienburg (Malbork) - Tczew	CE 566964 937.5	about 900m	about 10m	30 tons	Steel trussed arches			Through type
Schoeneberg (Ostaszewo)	Tiegenhof (Nowy Dwor Gd.) - Praust (Pruszcz Gd.)	about CF 654109 957.3		6m-7m	30 tons	Pontoon bridge			
Wiesemarie (Wieszmark)	No E81 Tiegenhof (Nowy Dwor Gd.) - Danzig (Gdansk)	CF 663139 960.5	500m		12 tons (30 tons)	Pontoon bridge with swing- out center	27 pontoons		Ferry service in winter; construction of a bridge planned.
Schiewen- herst (Swibno)	Steege (Stegna) - Gdansk	about CF 661227 968.5				"Engineer Bridge"			
Bohnsack (Sobieszewo)	Stegna - Gdansk	about CF 588240 Dead Vistula		3m		"Engineer Bridge"			Ferry service discontinued.

Road Bridges Over Nogat River

Malbork (Malbork)	No 51 Elblag - Tczew	CE 705897 19.0	about 160m	about 12m		Steel girder bridge	4/5 ?		Corresponds to all roadway autobahn
Malbork	Elblag - Tczew city bridge Nowy Most	CE 708903 19.9	about 200m	6m-7m (12m)	80 tons	Steel reinforced concrete, on concrete piers	5/6 ?		
Eintracht (Jazowa)	E81 Elblag - Nowy Dwor Gd.	CF 860043 46.7	203m	9m (6m)	30 tons	Steel reinforced concrete girders	5	4	

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Annex 3

Road Bridges Over Wisloka River

Location	On Road	Location UTM River Kms	Total Length	Width	Carrying Capacity	Type of Construction	Spans	Piers	Comment
Jaslo	Krosno - Grybow	EA 331091 34.2	114m						
Kolaczyce	Kolaczyce - Brzyska (secondary road)	EA 307182 49.0							Under construction
Pilzno	Tarnow - Jaslo	EA 244312 67.0	156m			Box girder			Deck type
Debuzie	No E22/31	EA 224376	about	about		Steel lattice	2	1	Through type
Pilzno	Debica - Tarnow	75.5	150m	5m		girder			
Debica	Debica - Radomysl Wlk (secondary road)	EA 290462 88.0							Under construction since 1958
Mielec	Mielec - Radomysl Wlk. (secondary road)	EA 286705 124.0	400m			Wood			Construction of new bridge under way.

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